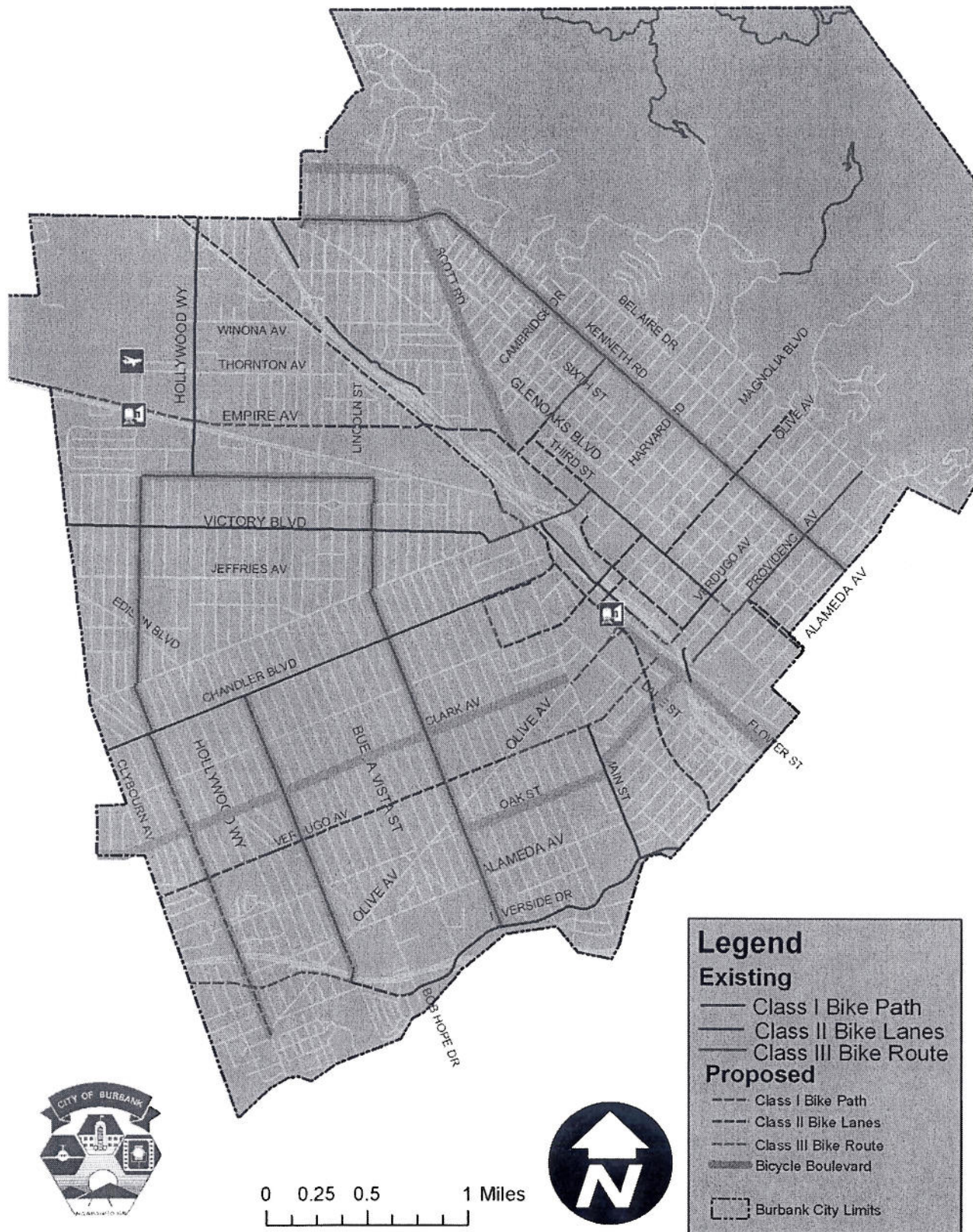
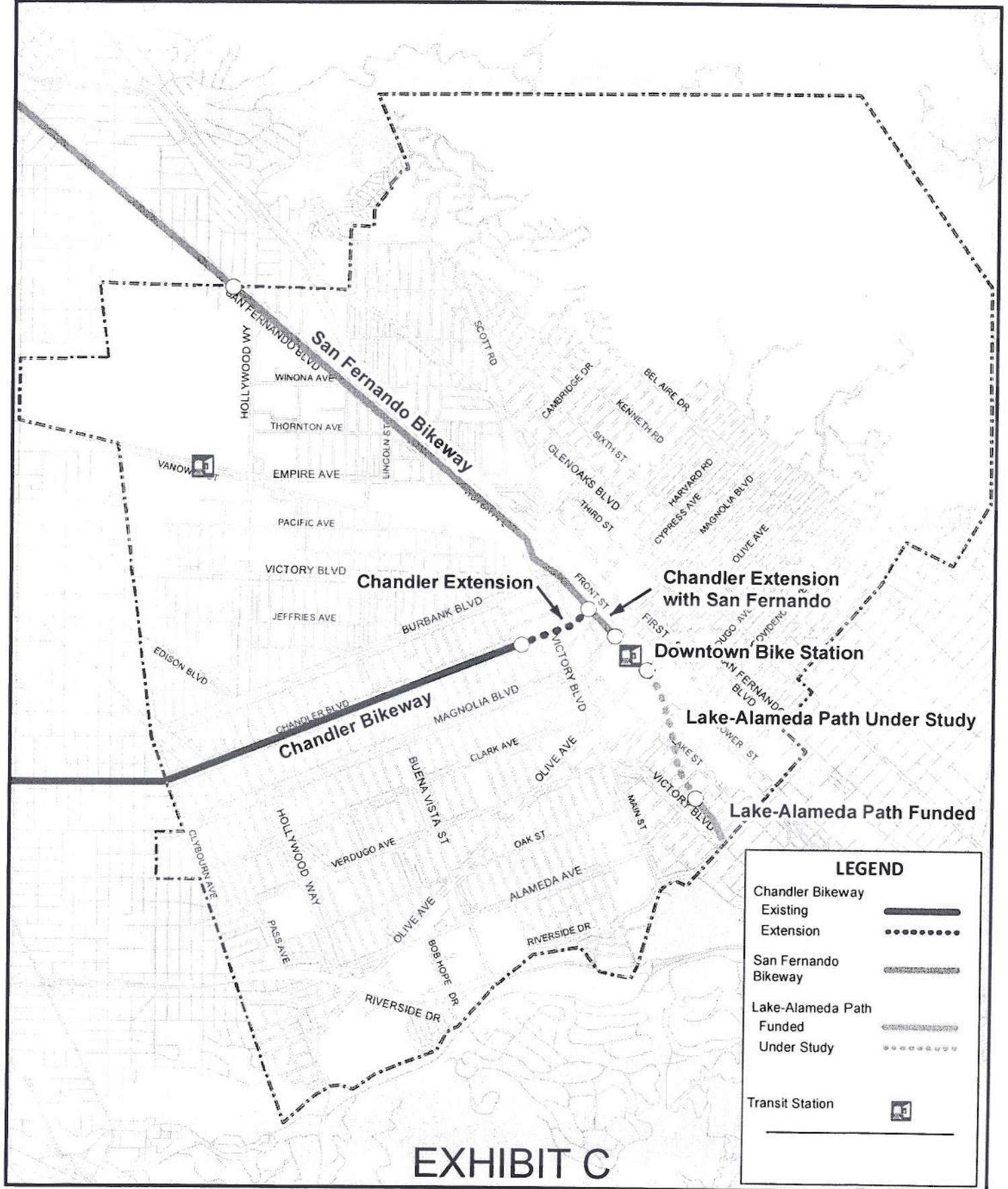


MAP 5.1 PROPOSED BICYCLE FACILITIES – TOP PRIORITY



San Fernando Bikeway and Related Facilities



PROJECT 4: CHANDLER BIKEWAY EXTENSION

EXISTING PROBLEM: LACK OF CONNECTIVITY BETWEEN THE EASTERN TERMINUS OF THE CHANDLER BIKEWAY AND THE DOWNTOWN BURBANK METROLINK STATION.

Project Limits: Mariposa Street to the Downtown Burbank Metrolink Station

Length: 0.70 miles

Project Summary

This proposed project would extend the Chandler Bikeway east to the Downtown Burbank Metrolink Station. This project would close the gap linking two regionally significant bikeways and increase connectivity to the Downtown Burbank Metrolink Station for cyclists and pedestrians alike. This gap has been highlighted in Metro's Bicycle Transportation Strategic Plan as essential to regional connectivity. This sentiment was further mirrored by respondents to the community survey conducted by the City of Burbank during the outreach process for the update of this plan, where about 46-percent of respondents selected this extension as one of their top three priority projects.

Existing Conditions

The existing bike path west of Mariposa Street was built along unused rail right of way. However, the tracks east of Mariposa Street remain an active rail corridor, with portions controlled by both Metro and Union Pacific Railroad. This spur is used for the pick-up and drop-off of goods from the established businesses at the corner of Victory Boulevard and Chandler Boulevard, and for maneuvering of local freight trains using the adjacent Pacific Coast and Valley lines. The frequency of trains is very low on the spur with very low speeds, and trains are expected only once a day in the early afternoon to stop, load, and depart. The spur rail corridor is approximately 40-feet wide. The distance from the rail centerline to the edge of the property is approximately 20-feet on each side. There are several obstructions adjacent to the corridor, particularly where the tracks cross Victory Boulevard which causes further barriers. These include:

- EXISTING TRAFFIC SIGNAL POLE
- TWO ACCOMPANYING POLES
- WOODEN POLE
- RAIL SWITCHING DEVICES
- RAIL CROSSING DEVICE AT VICTORY
- EXISTING BUSINESSES AND DRIVE WAYS

Due to the close proximity of Chandler Boulevard west of Victory Boulevard and the rail loading zone located east of Victory Boulevard, it is not recommended that the path be extended along the south-side of the rail spur. Along the north-side of the rail spur, west of Victory Boulevard, a brick wall delineates the property line between the rail right of way and the businesses to the north. The property immediately east of Victory Boulevard on the north-side of the rail spur is a privately owned business, approximately 250-feet beyond that property is a City-owned water treatment facility. Staff has reached out to rail operators to inquire about a potential share use along the northern portion of the right of way. The response was less than favorable, as the railroad did not support the City's shared use proposal. Despite the high demand for an extension of the Chandler Bikeway, activity along the rail spur and the physical constraints of the corridor have necessitated the need for a more creative solution to close this gap.

Proposed Project Options

Through an analysis of all of the constraints of this corridor, the Bicycle Master Plan includes a series of potential options for closing the gap between the Chandler Bikeway's eastern terminus and the Downtown Burbank Metrolink Station. Due to the complexities of constructing this extension, each potential solution does not come without some trade-offs. The options listed below have been ranked in order of preserving a bicycle-friendly connection with limited motor vehicle interaction.

OPTION 1

This option would extend the Chandler Bikeway as a completely-separated Class I path between Mariposa Street and the Burbank Western Channel, where it would connect to the future San Fernando Bikeway. While this option is the least likely, if at any time rail operations along this rail spur were to cease or if the position of the rail operators on the shared use of this corridor were to change, the City should pursue the acquisition of property and construction of a Class I Bike Path along the entire corridor between Mariposa Street and the Burbank Western Channel.

OPTION 2

If Option 1 is not available, the next-preferred option would involve bypassing the active rail spur between Mariposa and Burbank Western Channel. This Option would install Class II Bike Lanes along Chandler Boulevard between Mariposa Street and Victory Boulevard, adjacent to the active rail spur. The existing street curb-to-curb width is 31-feet. This width accommodates ten-foot east and west bound through lanes and five-foot east and west bound bike lanes. However, in order to obtain this configuration the parking along south-side of Chandler Boulevard would need to be removed for three blocks, including two short blocks of multi-family residential and one large commercial block adjacent to a shopping center. If parking removal along the multi-family blocks is not feasible, a short Class III route could be implemented instead.

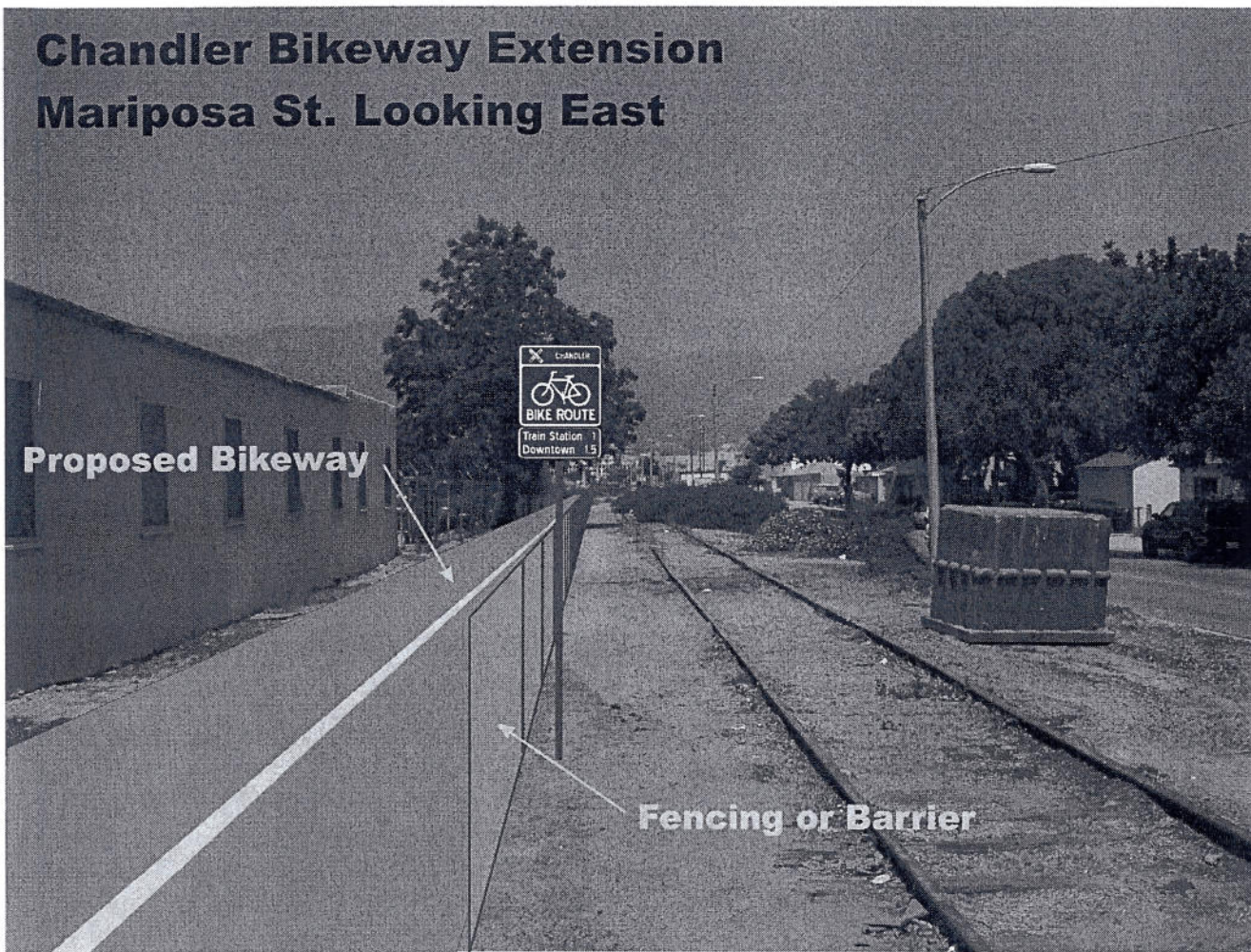
At Victory Boulevard the existing traffic signal will be upgraded to allow for bicycle detection. East of Victory Boulevard a Class I Bike Path will be constructed along the north-side of the rail corridor. To do this, a combination of City property, utility easement, and private property would be used to install a Class I bike path between the rail spur on the south, and a private business and City water treatment plant on the north. The path will then intersect the future San Fernando Bike Path which runs along the Burbank Western Channel. Grading, replacement fencing, and relocating existing utility infrastructure would be required as part of the construction of the Class I Bike Path through this portion of the corridor.

OPTION 3

This option uses on street bicycle facilities to close the gap between the Chandler Bike Path and the Downtown Burbank Metrolink Station. Along Mariposa Street, between Chandler Boulevard and Magnolia Boulevard, Class III bicycle signage and roadway markings will be installed. These will include Bike Route and Share the Road signage as well as "sharrow" roadway markings. The existing intersection at Mariposa Street and Magnolia Boulevard will be enhanced with bicycle detection.

Along Magnolia Boulevard, between Mariposa Street and Victory Boulevard, a choice of either Class II bicycle lanes or a Class III bicycle route would be installed. The choice of facility would depend on the feasibility of removing portions of the two-way center turn lane or parking along Magnolia Boulevard. Between the Victory Boulevard intersection and the Magnolia Bridge over the rail corridor and Interstate 5, Magnolia Boulevard has sufficient right of way to accommodate the existing configuration in addition to bike lanes with a minor modification to the roadway striping. This modification is described later in this chapter as part of Project 14. On the north and south sides of the bridge, there are single lane frontage roads that lead under the bridge where cyclist would be able to access the San Fernando Bike Path that runs along the Burbank Western Channel and connects to the Downtown Burbank Metrolink Station. These frontage roads would be enhanced with directional signage and "sharrow" street markings.

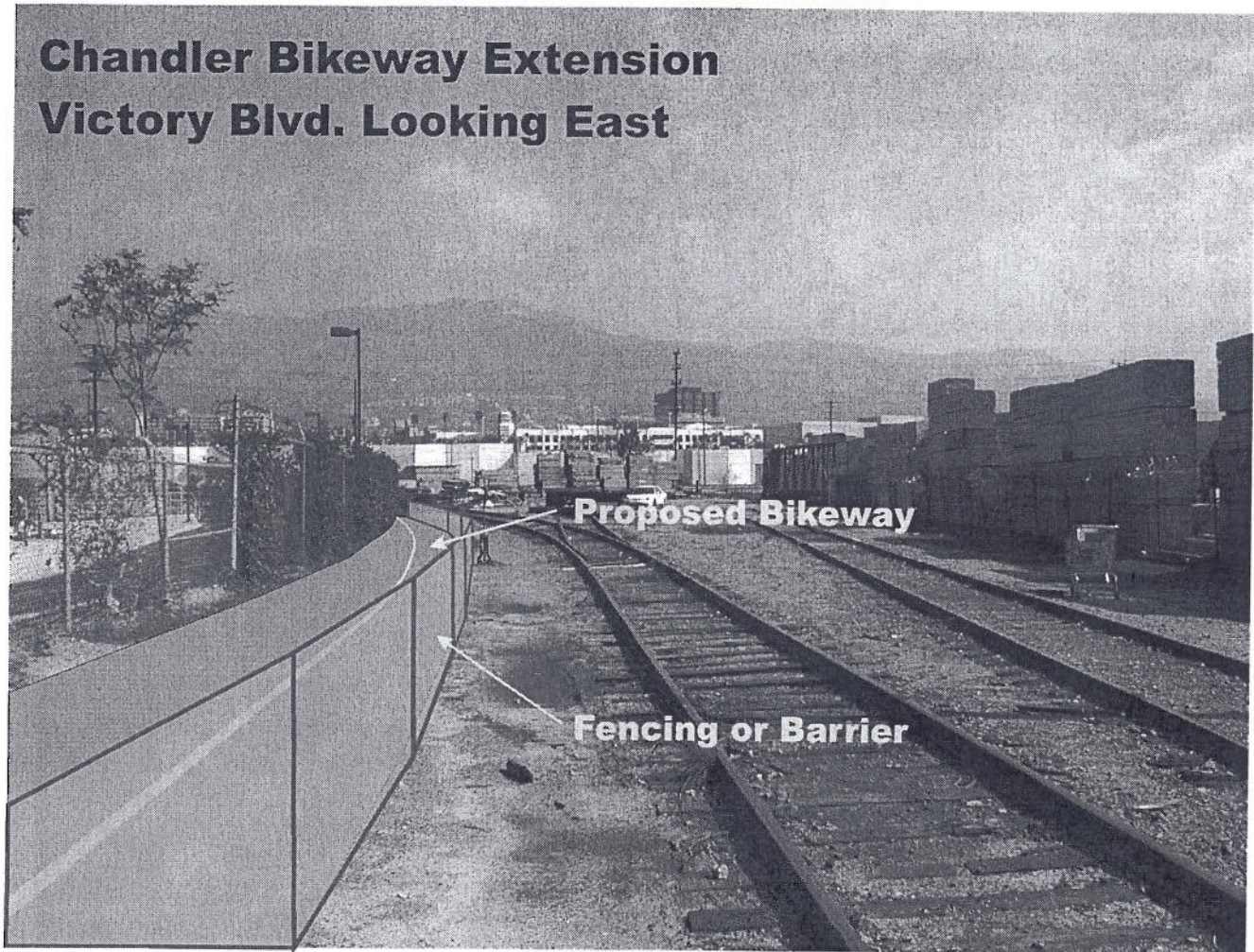
Exhibit B



View corresponds to Letter "B" on Exhibit A

Exhibit D

**Chandler Bikeway Extension
Victory Blvd. Looking East**



View corresponds to Letter "D" on Exhibit A

